

CLATSOP COUNTY HISTORICAL SOCIETY QUARTERLY

CUMTUX



Vol. 9, No. 2 — Spring, 1989



Scow Bay, Astoria, circa 1887. The bridge on Cedar (now Exchange) Street crossed Scow Bay between what is now 17th and 24th Streets. Where the Columbia Hospital is now was tideland. On the far right is the O. R. & N. dock. The white building at the end of the bridge is at 18th Street. Two buildings to the right is O'Brien's Hotel; between them is the stagecoach stables. On the hill past the bridge to the left is the Shively School located mid-block between what is now 16th and 17th on Exchange, present location of Lum & Utti auto dealership. (CCHS photo #1292-910A.)

The Clatsop Mill circa 1887, with Scow Bay to the left. This mill was located on Salmon (now 24th) Street, at the east end of the Cedar (Exchange) Street bridge across Scow Bay on Hemlock Street (now Marine Drive). The Astoria Plywood Mill is currently located in this area. (CCHS photo #1292-910B.) See photo on page 17 also.



CLATSOP COUNTY
HISTORICAL SOCIETY
Inc.

Heritage Museum
16th and Exchange
325-2203

Flavel House
8th and Duane
325-2563

OFFICERS

Bruce Berney
President

Brenda Penner
Vice President

Earl Fisher
Secretary

Gary Dennison
Treasurer

BOARD MEMBERS

Jean Anderson

Michael Foster

Evelyn Hankel

Heather Reynolds

Gary Seeborg

Janet Stevenson

Dennis Thompson

Al Vernon

STAFF MEMBERS

John Cooper
Executive Director

Darlene Felkins
Admin. Assistant

Steve Kann
Curator

Jim Dennon
Cumtux Editor

VOLUNTEERS

Jean Anderson
Volunteer Coordinator

Gloria Jones
Volunteer Coordinator

CUMTUX

CLATSOP COUNTY HISTORICAL SOCIETY
QUARTERLY Vol. 9, No. 2—Spring 1989

Copyright © 1989 Clatsop County Historical Society

Contents:

2 CLATSOP'S PAST

3 THE PIONEER TRULLINGERS

by Rebecca Rubens

The amazing accomplishments of the Trullinger family, who immigrated to Oregon in 1848. John Corse Trullinger came to Astoria in 1876, built West Shore Mills, first logging railroad, was Astoria Mayor, State Legislator, inventor, and brought first electricity to the North Coast.

16 ASTORIA'S STREETCARS (Part 1)

by Jim Dennon

Chronicling the street railway which served Astoria for 36 years: horsecars from 1888, then electric trolleys from 1892 to 1924.

24 CHARLES WM. HALDERMAN and THE
ASTORIA GOLF and COUNTRY CLUB

by Evelyn Hankel

Astoria counsellor Charles William Halderman's dream of The Astoria Golf and Country Club became a reality in 1924.

32 BUTTERFIELD'S 1893 BEACH HOUSE

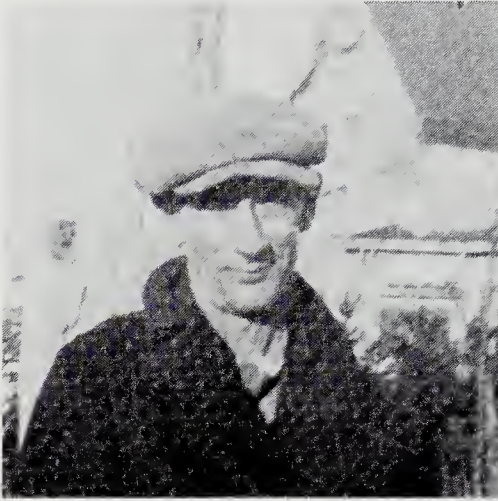
This nearly 100-year-old beach cottage has survived destruction several times on its way to becoming Seaside Historical Society's unique museum and interpretive center of beachside living.

COVER: Pacific Power & Light Co. streetcar No. 14 was the largest and best of the fleet, serving Astoria from 1914 until the line was replaced by Astoria Transit Company motor buses in 1924. The motorman is Eli McConkey, who came to Astoria in 1905. (CCHS photo #1777-236.)

CUMTUX: Chinook jargon:

"To know . . . acknowledge . . . to inform."

CLATSOP'S Past



Ralph "Woodchuck" Johnson

J. M. Acton sent the photograph with this information: Ralph "Woodchuck" Johnson was well-known about the city of Astoria during the 1920s. He made a living piling and carrying stove-wood. I was told, when I was a child, that he was the only survivor of a boating accident near Clifton. He spoke in a staccato manner which was difficult to understand. I befriended him, and when I met him one day on West Commercial Street circa 1933, he happily consented to allowing me to take this picture. Not long afterward, he was taken to the State Hospital where he died in the 1930s.

On August 14, 1888, the Astoria and South Coast Railroad was incorporated by J. Q. A. Bowlby, Alfred Kinney, E. Van Dusen, Isaiah Case, James Taylor and Hiram B. Parker of Astoria, Daniel K. Warren of Warrenton, and E. M. Grimes of Seaside.

May 11, 1989, is the centennial of the first spike driven at Skipanon (Warrenton) of

the original Astoria and South Coast Railroad, 15.54 miles of rail between Youngs Bay and Seaside. Completed in July 1890, engine 26 and engineer Watson arrived later from Pittsburg for the dockside Youngs Bay to Seaside service. It wasn't until eight years later that the Portland to Astoria rails were completed in May 1898. Astoria was linked to Seaside with a drawbridge across Youngs Bay in August 1896. Regular service between Astoria and Seaside began on August 25, 1896. (See photo on page 13.)

Mr. Harvey Chan of Astoria identified the class photo which appeared in the middle of the inside front cover of the Spring 1988 CUMTUX (Vol. 8, No. 2). This was the 8th grade class at McClure School in 1909, the first class to subsequently graduate from the new Astoria High School in 1913. At far right in the front row is Harvey's father, He Tong Chan. In the center is his uncle, He Quong Chan, and next to his uncle is Floyd Reith Sr.

Some of the children in the Svensen School class photo at the bottom of the inside front cover in CUMTUX, Fall 1988, (Vol. 8, No. 4) were identified by Mr. S. H. Lee of Astoria. Of the 12 children in the front row: (Right to Left) 1.Tovia Niemi, 2.? Vincent, 3.Ralph Vincent, 4.? Ward, 5.Ellen Ward, 6.? Ward. Of the 8 children in the second row: 1.Buster Coffey, 4.Willard Coe, 5.Clyde Lee, 6.Sam Lee, 7.Bill Coffey, 8.Paul Rose. The two girls in the third row: 1.Amanda Scudding, 2.Marie Scudding. Back row: 1.Teacher, Sophie Anderson, (Mrs. August Nelson), 3.Stella Fisher.

The Pioneer Trullingers

by Rebecca Rubens

IN 1875 ASTORIA WAS a remote settlement with a rapidly growing population of 6,000. Fred Lockley quoted Mrs. T. T. (Isabelle Trullinger) Geer saying her father John Corse Trullinger, pioneer farmer, industrialist and inventor, debated a long time whether to move his young family to Astoria, or to Spokane Falls.¹ He finally decided in favor of Astoria. Along with many others, he considered Astoria, with its natural deep water port close to the ocean and rich resources of lumber and salmon, to be the future commercial capital of the Pacific. In Astoria John Corse Trullinger (1828-1901) dedicated his vision and leadership to promoting the commercial development of the Pacific Northwest.

In September of 1738, Gabriel and Anna Drollinger sailed from Germany on the *Friendship* to New Jersey. Their twelfth child, Daniel Perry [I] was born on January 25, 1769, in Cohansey, New Jersey. In America the surname was changed to Trollinger, then Trullinger. Perhaps, as in the case with other immigrant family names, differences in the style of handwriting changed an "o" to a "u". Daniel [I] married Elizabeth in Ohio circa 1794, and in Ross County, Ohio on February 6, 1801, the next Daniel [II] was born, the second of five children.²

Daniel Trullinger II Family

At age 22 Daniel Trullinger [II] was married to Elizabeth Johnson on April 27, 1823. She was born in Vitenford County, Tennessee, on February 10, 1805, the daughter of Archibald Johnson (brother of Andrew Johnson who became President when Abraham Lincoln was assassinated) and Betsy Booth. In



John Corse Trullinger
(July 29, 1828 — April 28, 1901)

1823 they settled in Fountain County Indiana where eight children were born: Gabriel J., February 24, 1824; Nathan H., January 5, 1826; John Corse, July 29, 1828; Amanda, September 4, 1830; Mary Jane, September 30, 1833; Elizabeth Ellen, January 3, 1836; twins Eliza and Evangeline, April 16, 1838. In April 1839 the family moved to Henry County, Iowa near Mt. Pleasant where two more children were born: Daniel Perry [III], April 27, 1840 and Sarah, January 20, 1843.

Pioneer Existence

In 1843 the family moved to Davis County, Iowa and improved two farms. Daniel Trullinger [II] was a farmer and part-time minister (Campbellite).

According to her grandson, Fred L. Trullinger (1874-1963), living on a farm with ten children and a part-time preacher husband was difficult for Elizabeth, who raised chickens and sold eggs to buy staples like salt, sugar and flour. She raised sheep which supplied wool for their clothing (shearing the sheep, washing the wool, spinning it into thread, weaving the thread into cloth, and finally hand-sewing the cloth into garments for ten children and two adults!). Out of necessity she learned to make medicine from herbs, and for pleasure she wrote poetry and songs for her family.³

On to Oregon

This life continued until the three older boys wanted to go west, where they heard game and fish were abundant. Nathan had married Frances Greshen by this time. In 1846-47 they all decided to go to Oregon Territory. Making up their outfit during the following winter, they started west on April 1, 1848, with two wagons, two yokes of oxen, cows, chickens, pigs and three or four horses. They crossed the Missouri River at St. Joseph and camped on Muskito Creek about April 15th, where they waited to join other emigrants of sufficient number to assure safe crossing of the plains.⁴

In covered wagons, they traveled ten to twelve miles in a day. They followed the route of the Oregon and Barlow trails, arriving at Oregon City on September 15, 1848.

The father settled on a Donation Land Claim in the Waldo Hills eight miles east of Salem, Marion County, where they lived until the spring of 1850. Then they moved to a house in Milwaukie, and finally took up a 640-acre Donation Land Claim on Milk Creek in Clackamas County where the father resided until his death on January 9, 1867. His wife survived him until her 81st year, in 1886.

Girls Married Early for 640 acre Donation Land Claims

The Donation Land Claim Act of 1850 not only encouraged settlement of land in the Northwest, but also caused many marriages, sometimes so-called child marriages of females between the ages of 12 - 15. The Donation Land Claim Act granted 320 acres to a single man, and 640 acres to a married couple.⁵ Daniel [II] and Elizabeth's daughters exemplify this situation: Amanda H., age 14, married John Wright in Marion County, January 2, 1849. Mary J., age 16, married Andrew Cutting in Marion County, September 25, 1849. Eliza, age 14, married Runa (Rooney) Matoon in Clackamas County, July 6, 1852. Evangeline, age 16, married William Lowe in Yamhill County, 1854. Elizabeth Ellen, age 20, married Harbinson Morgan in Yamhill County, 1856.

Nathan H. Trullinger Family

Nathan and his wife Frances (Greshen) took a Donation Land Claim on Milk Creek near what is now Union Mills, where they built a cabin and settled down to cultivate the land. Nathan was a carpenter and cabinet maker, builder of many houses in Clackamas County. They raised six sons: John W., Jasper, Franklin, Daniel, Homer and Milton.

Twenty-year-old John C. Trullinger for a short time owned and operated a shoe business in Oregon City, but soon sold out and joined his father and family on their farm eight miles east of Salem.

Gold Mines of California

In a letter to the editor of *The Oregonian*, John C. Trullinger related that enroute to Oregon their emigrant train was camped on the Sweetwater River about 20 miles east of Independence Rock. It was June 20, 1848, a half hour after sunset, when at the southwest horizon a gold ball rose up the size of a full moon, until it was "at the 8 o'clock in the afternoon" position in the sky. It stood

still a few minutes, then began to change shape until it spelled out "MINES" in gold letters and remained that way until darkness faded it out. They didn't attach any significance to it, but when they reached Oregon learned about the discovery of gold in California.⁶

So in the following spring of 1849, with their father, John and Gabriel went to the California gold mines. They sold their ox team and mined the north, middle and south forks of the American River. The father (and possibly Gabriel) returned home before John. Both John and Gabriel were successful digging gold (John dug \$18,000 worth, according to his son). At Colona, John quit mining and purchased a miner's store which he operated a short while.

18 Days at Columbia Bar

With his gold, John C. Trullinger sailed on the schooner *George H. Montague* (named for its skipper/owner) from San Francisco on January 1, 1850. After a very good run up the coast, they were off the mouth of the Columbia before dark on January 4th when Hudson Bay Company pilot Captain Coates was taken on board (the pilot who lost the Peacock on the spit). But a storm came up and lasted for 18 days. The sails were torn to shreds. On the evening of January 22nd the bar moderated and Captain Coates brought the *Montague* safely in.⁷

Investments in Oregon Warehouse at Milwaukie

John and Gabriel formed a partnership, and with their stakes from the gold fields purchased a large warehouse on the Willamette River waterfront at Milwaukie. Shortly after, their parents came to Milwaukie also, before moving to their Donation Land Claim on Milk Creek in Clackamas County. After a few years of successful business, the boys sold the warehouse to Lot Whitcomb, William S. Torrance, Joseph Kellogg Company.

Subsequently, Gabriel and John Trullinger pursued their own investments in milling businesses.

Gabriel Trullinger Family and The Unions Mills, 1868

On August 3, 1851 in Clackamas County, Gabriel J. Trullinger married Sarah E. Glover. On July 22, 1852, they moved to a Donation Land Claim on Milk Creek in Clackamas County, near Molalla, where he built a sawmill in 1858, and a gristmill (the Union Mills) which began making white flour in 1868. The planer for the sawmill was imported from England and purchased from Dr. John McLoughlin, said to be the first power driven planer on the Pacific Coast (this machinery now in the Oregon Historical Society museum). They raised nine children: Daniel N., Joseph B., James B., Edward Lane, Dellison (Delazon) Lee, Sarah Ellen, Elizabeth Jane, Isaac V. and Katie M. (Martha C.). Gabriel Trullinger invested in land, eventually acquiring 2,400 acres of timber and farm lands. In 1870 he was a Clackamas County Commissioner. On December 28, 1875, Cuttingsville was renamed Union Mills, with Gabriel Trullinger, postmaster.⁸

The Union Mills at Mulino has continued running on every working day since 1868. Wheat was milled; the white flour for baking, farina (cream of wheat) for breakfast cereal, the "middlings and shorts" used for hog feed, and bran for cow feed (until 1920's when use of mixed feed began). Flour manufacture was discontinued in 1940, with feed being the current production. Operation of Union Mills passed to Gabriel's son Del, grandson Otto Friedrich, great-grandsons Ken and Alvin Friedrich, and currently great-great grandson Robert Friedrich. Alvin Friedrich's collection of antique burlap and cotton feed bags is perhaps second to none, winner of a blue ribbon at the Oregon State Fair.

Daniel Perry Trullinger III
Yamhill Mill, Seed Companies

John's youngest brother, Daniel Perry Trullinger [III], married Emily Wood on May 27, 1873, and they had four children: Frederick LeRoy (Feb. 25, 1874), Carl S. (Nov. 9, 1875), Mary L. (Feb. 28, 1880) and Grace (Nov. 1, 1881).

Daniel's early career was bridge building (including the second upper Clackamas bridge), earning him the title "boy bridge builder". After operating sawmills for his brother, he was superintendent for Ben Holladay's sawmill for three years, and the Widler sawmill two years. When he was superintendent of the two sawmills by Reed College, he cut the first ties for the railroad out of Portland.

In 1875, Daniel purchased a flour mill at North Yamhill which he operated for over 50 years, except for a period of two years when he built four sawmills for different companies. He also was postmaster of Yamhill for 14 years, and his daughter Grace assistant postmaster.

Daniel lived to be 89 years, older than any of his brothers. Much of the family history in this article comes from a family sketch written by his son, Fred Trullinger, when he was 82 years old, included in a family history of the Oliphants and Trullingers by Mary Elizabeth Trullinger Oliphant and Norman E. Oliphant (1984).

Fred L. Trullinger, a graduate of State Normal School at Monmouth, Oregon, married Grace Fox on November 29, 1900. Going to Seattle, Fred became manager of Seattle-Astoria Ironworks, a boat engine manufacturer which broadened into the cannery machinery business later purchased in 1927 by the Continental Can Company. He then became vice president and sales manager of the Charles H. Lilly Co. until he purchased Portland Seed in 1929. Some years later, the Portland Seed Co. ac-

quired the Charles H. Lilly Co., with Fred Trullinger chairman of the board, and his son president of both the Portland and Lilly seed companies.⁹

John C. Trullinger Family
Fanno Creek Mills 1853-1865

On July 24, 1853, in Washington County, John Corse Trullinger was married to Hannah Boyle. They settled on Fanno Creek and built a flour and sawmill which he operated for eleven years. They also farmed, sowing the first timothy (European grass widely grown for hay) in Oregon.

Oswego Mill 1865-1869

Hearing of plans for an iron foundry at Oswego, he purchased the townsite and mill from Albert Alonzo Durham in 1865 and developed the area. According to Fred Trullinger, his grandfather Daniel Perry Trullinger [III] (John C.'s youngest brother) learned surveying at college and re-platted the townsite of Lake Oswego which was then recorded by John C. Trullinger on January 10, 1867. The Durham sawmill John improved and renamed the Oswego Milling Company. In partnership with Captain Joseph Kellogg he established the People's Transportation Company to carry freight between Portland and Hillsboro.

John C. Trullinger built the first steam scow *Minnehaha* on Sucker Lake (now Lake Oswego) in 1866, a flat bottomed boat that was used for towing logs and hauling freight. A one and three-quarter-mile horse-drawn, five-foot gauge railroad tramway portaged freight from the steamer *Yamhill* on the Tualatin River at Colfax to the *Minnehaha* on Sucker Lake (Lake Oswego), thence to Willamette River boats bound for Portland. Each car held up to 10 tons, and kept Trullinger's mill supplied with logs sawn into planks for Portland's wooden sidewalks. Toward the end of 1869, Trullinger sold out for \$26,000 to Cap-



John C. Trullinger's West Shore Mills (lumber mill and box factory) and the first West Shore Electric Company generating plant. In the foreground is the 100 by 100-foot brick building under construction to house the electric generating plant, circa 1887. (CCHS photo #5749-625.)

tain Joseph Kellogg, Edward Kellogg and others forming the Tualatin River Navigation and Manufacturing Company, who in the early 1870's employed Chinese to dig a canal between the Tualatin River and Oswego lake.

Up to 1869, six children were born to John C. and Hannah (Boyle) Trullinger: Elizabeth Ann, Isabelle S. (1861), Albert Perry (1855), Thomas O. (1858), Sherman Grant (1864) and Thaddeus Stevens (1867).

Centerville Mills 1869-1877

Upon selling the Oswego properties to the Kelloggs in 1869, the family moved to Centerville (about three miles from Forest Grove) where John Trullinger bought the flouring and saw mills on Dairy Creek from Ulysses Jackson, which he operated until the mills burned in 1877.

Two more children were born at Centerville: John Henry (April 29, 1870) and William T. (January 27, 1872).

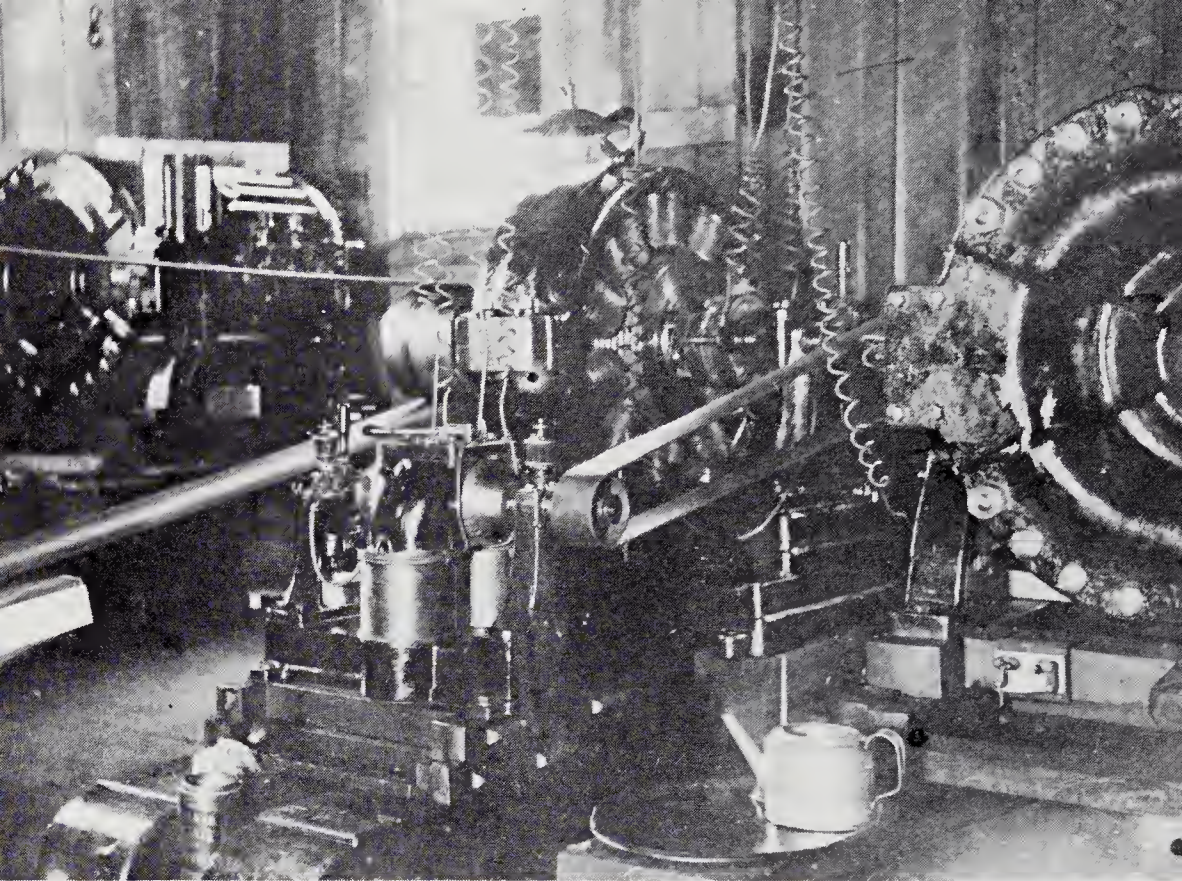
Invented Turbine Water-wheel

In 1870, John C. Trullinger went to Boston where he built a turbine water-wheel which he had invented. It was a new type of water-wheel producing more power from low-headed creeks. It was successfully tested achieving 76 percent efficiency at Emerson's water-wheel testing works at Lowell, and he received a patent for it. He brought several of his water-wheels back to Centerville.

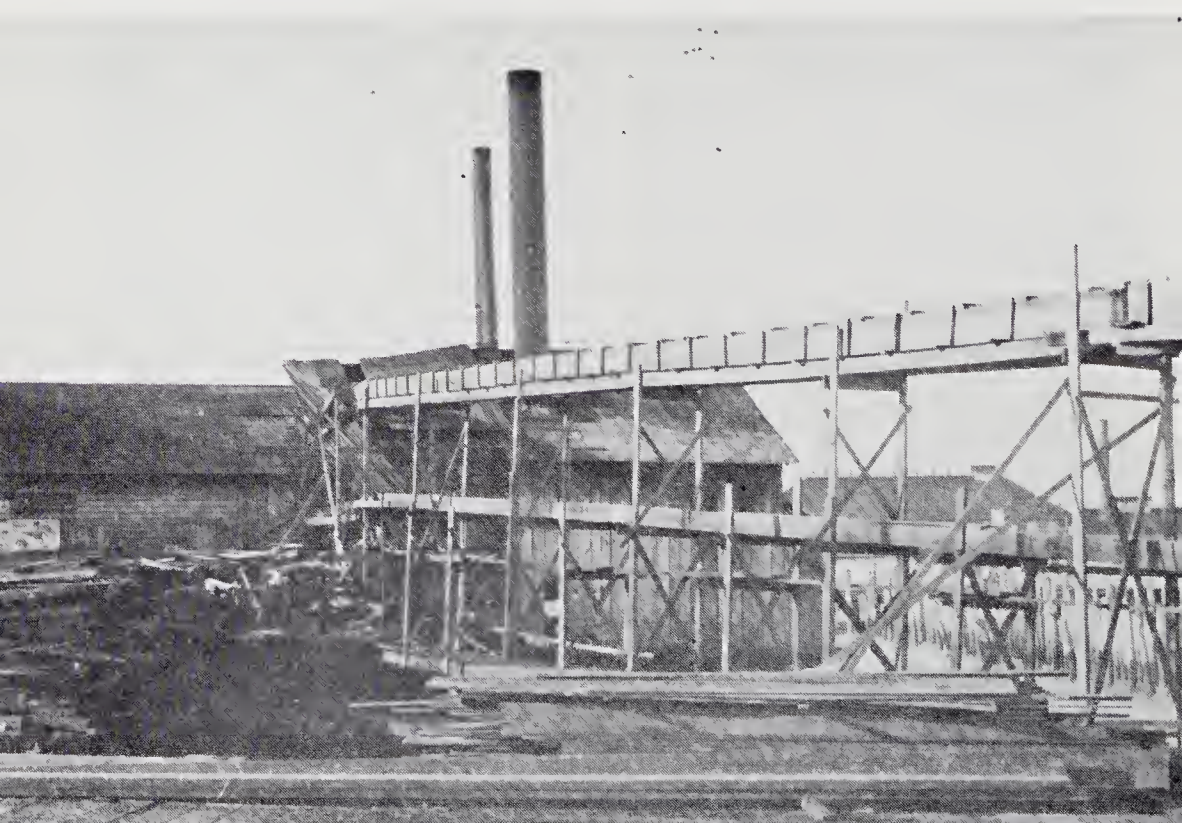
John sold his turbine water-wheel patent to the La Fell Water Wheel Company of Boston, Massachusetts who manufactured and marketed them.

West Shore Mills at Astoria

Early in 1875 John C. Trullinger purchased from Mr. Hinman of Forest Grove, 12 acres of waterfront land at the west end of Astoria. He announced plans to build a steam sawmill (the West Shore Mills) on May 1, 1875. It was up and running by March 11, 1876: a sawmill that could manufacture 60,000 board feet



(Above) Inside the first electric light generating plant which served Astoria starting in 1885. In the center is the incandescent light generator. On each side are the Thomson-Houston arc lamp dynamos. John Trullinger's sons were the electricians. (CCHS photo #5753-400W.) **(Below)** First West Shore Electric Company generating plant, 1885, site marked at 75 W. Marine Drive in 1968. (CCHS photo #5750-400W.)

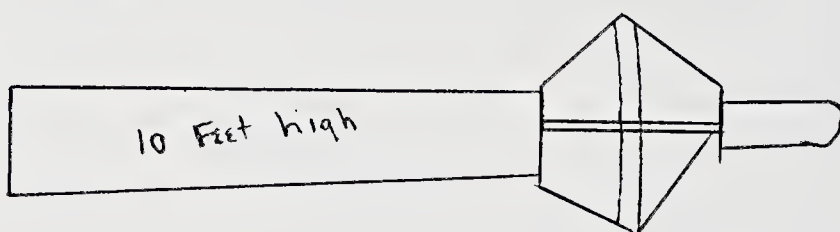




Inside the West Shore Electric Company's generating plant after it was moved to the new brick building, with the same generators as shown at left, but much more room. The incandescent light generator could power 2,000 lamps (which were 16 candle-power, about 15 watt bulbs). Running the generators via the pulleys was a 500 horsepower Corliss steam engine. (CCHS photo #5754-400W.)

West Shore Mills (sawmill and box plant) at far center were built and operational in 1876, the year the John C. Trullinger family moved to Astoria. Frame building on the right was the first West Shore Electric Company generating plant, 1885, the location at 75 W. Marine Drive identified by a historical marker (in front of the Astoria Car Wash). In the foreground the new 100' by 100' brick building for the electric plant is under construction, circa 1887. It later became the street railway power house and streetcar barn. (CCHS photo #5752-400W.)





A hand drawing of Astoria's first coal oil street lamps from Thaddeus Stevens Trullinger's Diary, transcribed by Lisbeth Miller. Circa 1876-78, John C. Trullinger built these poles, which were painted green. (Courtesy of Larry Parker.)

of lumber per day. The lumber was shipped to San Francisco by schooner.

According to Thaddeus S. Trullinger, the mill had a night crew and worked 20 hours daily. "The sawmill was lighted by glass coal oil lamps placed all over the mill in tin boxes. The inside walls of the mill were decorated by hundreds of round glass bottles containing a fire extinguishing liquid. Shelves were built for hundreds of water buckets. It was my job for a long time to fill the lamps every day and keep the water buckets full of water. Many accidental broken lamps occurred and small fires started, but always were put out. The roof of the mill had many barrels of water stored on top. Barrels of water and buckets were everywhere over the lumber yard. The fire insurance rate was 11% per year."¹⁰

He also built a box factory that produced hundreds of wooden fish boxes per day for the salmon canneries. People were hired to cut spruce into 14-inch stock length to be nailed into boxes on long work tables. Young nailers were paid by the piece and could usually make 100 boxes per day. Experts could make over 200 boxes in a day. They were paid one to one and one-half-cents per box. Chutes extended from the box factory to the street, and seven or eight hundred boxes were loaded on horse-drawn low wagons for hauling to the cannery.¹¹

The West Shore Mills (lumber mill and box plant) provided 70 jobs for Astorians. Trullinger also opened a general store in Astoria on July 24, 1875. The family moved from Centerville to Astoria in the spring of 1876. The store was sold in August 1876, in order to devote attention to the mills. That same month, J. C. Trullinger was elected to the city council.

First Astoria Street Lamps

In November, 1876 Trullinger got a contract from the city to make 12 coal oil light poles, painted green. To make them he built a turning lathe, and turned the poles out of six by six-inch fir 14 feet long. In his written memories, Thaddeus Stevens Trullinger included a drawing of how they looked. Jackens and Haws built the lamp frames. Martin Dillon was the first official street lamp lighter.

Trullinger owned the Astoria Gas Light Company.

Invented Hub Brake

In the 1870s, John C. Trullinger invented and received a patent for the hub brake suitable for all vehicles. An article about the brake patent appeared on page one of the August 3, 1878 *Daily Astorian*. In November, 1878 Trullinger opened a machine shop in Portland to manufacture the wagon brake. He demonstrated his invention by stopping a wagon on any steep hill, once giving a demonstra-

tion to a group of Portland citizens on Canyon Road.

Previous to his hub brake, wagons were stopped with a rim brake consisting of a block of wood on which a shoe sole was nailed pressed against the iron rim of the wagon wheel. The hub brake was much superior. John went east to introduce his invention to the Studebaker Wagon Company, who claimed not to be interested. Within 25 years, all vehicles universally were using the Trullinger hub brake principle. His hub brake invention was too early; the turbine water wheel too late.

Gold Mining Nozzle

In the late 1870's, John C. Trullinger designed and built a high pressure nozzle for washing down hills of dirt so gold could be sluiced out. In September 1879 he owned a gold mine in southern Oregon where he put his nozzle to work and sluiced out "a fortune in gold nuggets".

He also developed inserted saw teeth for circular saws in 1887, and a duplex (double bitted) axe used in logging.

Astoria Electric Plant 1885

A visit to New Orleans' Centennial exposition in 1883, where he saw the first electric arc light exhibit, excited John Trullinger's imagination.¹²

In June 1885, a salesman from San Francisco called on John Trullinger in the planer shed of the West Shore Mills to sell him a Keith dynamo and 30 arc lamps, which would not only light up Astoria but generate extra profit from waste wood.

John Trullinger presented his plan to the city in early November 1885, and received a franchise to erect and maintain city lights. Whereupon he purchased two of the Keith dynamos and 60 arc lamps costing \$15,000 not including the wire. Colonel S. W. Blaisdell, engineer for the Keith Company, arrived in Astoria to install the system. The planer

shaft was modified, the first dynamo installed and wires strung to the first ten arc lamps. On December 10th, Trullinger promised the *Daily Astorian* editor he would have an electric light in front of the newspaper building on Christmas Eve. And he kept the promise. Eight lamps were installed at the mill, one in front of the newspaper office, and another between the mill and Trullinger's residence.

The electricity was first turned on at 6:40 p.m. December 24, 1885. *Daily Astorian* editor J. F. Halloran reported the 2,000 candlepower arc light shone like the sun, and could be seen all the way to Fort Stevens, eight miles distant. He noted the candlepower was 300 more than the lights at Portland, which were the state's first electric lights nine months earlier. The city contracted for 10 arc lamps to light the streets. Subsequently four arc lamps were sold to C. H. Cooper, and the others to saloons and dance halls. They cost \$16 per arc lamp per month. To get customers, the first houses were wired free. One was the home of son Thaddeus Trullinger at 14th & Exchange Streets, which is currently the home of radio station KMUN.¹³

The dynamos generated direct current (DC) instead of the alternating current (AC) now used. The promise of easy profit soon faded. Previous street lighting had been coal oil or gas that made a soft hissing sound. The ten electric arc lights made a loud spitting noise as the elements arced between two carbon posts, and produced a harsh white light. Trullinger's sons Perry, Thomas, Grant, Thaddeus, John and William spent 16-hour days constantly on the go to keep the system running. They had to readjust engine throttles to maintain voltage, maintain the lines strung rooftop to rooftop that were whipped by winter winds, adjust the carbon arcs and clean the soot from the globes. The Keith dynamos



Four of John C. Trullinger's sons, who served as electricians maintaining the generating, distribution and arc lamp systems of the West Shore Electric Company. *Left to Right: Thad, Tom, John H. and Grant. Taken in 1891. (CCHS Photo #5748-00T.)*

wore out in a year and were sold to a Salem system for \$150 to use as parts, a huge loss. They were replaced by two larger Thomson-Houston (General Electric) arc lamp dynamos.¹⁴

According to his son John H. Trullinger, the new 100 by 100-foot brick building built to house the electric light plant was erected in 1887, west of the original frame structure used. New water tanks, a 500-horsepower Corliss engine, and a third Thomson-Houston arc lamp dynamo were installed. In 1890 a 2,000-lamp incandescent generator was added, to serve Astoria's households with Thomas Edison's "perfected" glowing filament in a vacuum bulb electric light. The 16-candlepower (about 15 watt) bulbs were dim compared to current lighting, cost \$1.50 each, plus the electricity cost of 75 cents per lamp per month off at 10 p.m., \$1 off at midnight,

and \$1.50 for all-night service per month. The residential rate was half that.

Trullinger's investment in the electric light plant by this time reached over \$75,000, still not fulfilling the promise of turning the mill's waste wood into profit. In 1893 meters were installed so charges could be assessed for actual electricity used. Trullinger sold the West Shore Electric Light Company to the Northwestern Electric Light Company in March, 1893. After 1893 the brick electric plant became the power house and car barn for the Astoria Street Railway Company trolleys.

Historical Marker

A Clatsop County Historical Society bronze plaque and monument marks the site of the first West Shore Electric Company generating station (in front of Wild Willie's Astoria Car Wash at 75 W. Marine Drive). Contributed by Pacific Power & Light Company, it was un-



Engine 26, brought from Seaside by Engineer Watson and Conductor Carver, crossed the new Youngs Bay drawbridge on August 24, 1896, and posed by the White Collar line dock in Astoria to record the occasion of connecting the Seaside line to Astoria. Others in the photo are: 1.A.B. Hammond, 2.L.B. Seeley, 3.C.H. Page, 4.John C. Trullinger, 5.Town Marshall Stewart, 6.Curtis Trenchard, 7.Photographer Snodgras, 8.Gus Carruthers, 9.Chas. Wright, 10.Fred Brown, 11.Frank Carney, 12.Jimmy Robb-Jay Tuttle, 13.Pat Kenny, 14.Unidentified, 15.Leo Wise, 16.Goodman, 17.James Finlayson, 18.Dr. Henderson, 19.W.C. Cowgill-Ern Furgeson, 20.Knuttner, 21.Judge Taylor. (CCHS photo #673-235-1.)

veiled and dedicated at 10 a.m. Friday morning, January 12, 1968 by descendants of John C. Trullinger: Miss Theresa (Tess) Mack, granddaughter, and Mrs. Earl W. Miller, great granddaughter.

Early Railroad Builder

In October 1886, John C. Trullinger began construction of a standard gauge railroad three miles long from the McGill farm up the Walluski River for hauling

logs to the mill pond. (The Walluski-Bear Creek Railroad, 1886-1891.)

In November 1886, he was one of the incorporators of the Astoria & Tillamook Railroad Company.

Before the railroad was put through to Astoria from Portland, the earlier Seaside line was connected by completing a trestle with a drawbridge across Youngs Bay. John C. Trullinger was the first man to ride the locomotive across the new



The remains of the West Shore Mills sawmill wharf before 1907, when it burned down. (CCHS photo #5755-625.)

drawbridge, on August 22, 1896 (*The Oregonian*, Aug. 25, 1896). He was also the first to drive over the new Youngs Bay Bridge, on June 26, 1899.

Astoria Mayor

At the time the electric lights were being installed, John C. Trullinger was the mayor-elect. He was the Mayor of Astoria from 1886 to 1888, and was presiding when a franchise was approved for the horse car street railway system which began service in 1888. In 1891 he was president of the Board of Police.

State Legislator

In June 1892, he was elected to the Oregon state legislature. (He had helped establish the Republican Party in Oregon in 1856.) In 1892 his daughter Isabelle was studying art in San Francisco. She interrupted her study to become his secretary. Trullinger served during the session of 1893.¹⁵

Arc Lamp Patent

In the 1890s, J. C. Trullinger was still inventing, obtaining a patent on a new arc lamp in January 1894.

J. C. Trullinger died 1901

John Corse Trullinger died in Astoria on April 28, 1901, at the age of 72. Thereafter his wife Hannah lived with her son Grant Trullinger and his wife Georgia Badollet at 638 15th Street (currently the home of Helmi Mellin). Hannah died in Astoria on May 26, 1903, at age 66.

J. C. Trullinger Children

Elizabeth Ann Trullinger (d. Jan. 5, 1941) married W. D. Mack and had two children: Mrs. Arthur (Gladys) Adler of Detroit, Michigan and Mrs. Theresa (Tess) Brown of Portland.

Isabelle S. Trullinger (Sept. 9, 1861 - April 16, 1947) studied art in San Francisco and was President of the Portland Art Association. She also operated her own china kiln in Portland. She married Theodore Thurston Geer (Governor of Oregon 1899-1903) on June 14, 1900. Geer explained that his wife's grandfather, Daniel Trullinger [II] who came to Oregon in 1848, and his grandfather Mr. Eoff had been neighbors in Iowa. Eoff came in 1847, but Trullinger still had some property to sell so couldn't start

until the following year. The first marriage performed by Daniel Trullinger [II] in Oregon was of Governor Geer's father and mother who were 19 and 15 years old when they were married in October 1848.¹⁶

Sherman Grant Trullinger (1864 - June 5, 1948) served as Clatsop County Treasurer for 30 years. He married Adele Sovey, and their children were Virginia (Lallah) Cabanski and Hannah Bersie. They later lived in Portland, then Oakland, California, where he died.

Albert Perry Trullinger (April 8, 1855 - August 14, 1915) married Emma Watt on January 6, 1877. Their sons were Paul, and Ross Watt Trullinger.

Thomas O. Trullinger (1858 - July 29, 1910) married Florence Agnes Pope. They had a son, Pope Trullinger.

Thaddeus Stevens Trullinger (1867 - August 24, 1944) married Georgia Badollet. Their sons were John P., and Clyde B. Trullinger.

John Henry Trullinger (April 29, 1870 - August 26, 1960) married Sadie G. Gilbert on September 9, 1896. He worked for his father as an electrician. In 1902 he left for Europe with wife and nephew, Raymond, to study painting, returning to Portland in 1910. Currently the Clatsop County Historical Society is researching information for an exhibit and catalogue of his paintings.

William T. Trullinger (Jan. 27, 1872 - June 5, 1946) married Hallie Raymond. After she died March 8, 1902, her son Raymond was raised by John H. and Sadie Trullinger. William married Kate Osgood on December 23, 1903, and had a daughter, Annabelle.

Conclusion

The legacy of John Corse Trullinger far exceeds the fifty years he lived in the Northwest. His energy and inspiration were prodigious for any age. He was a farmer; an inventor, invented and

patented seven inventions; a pioneer who established the first electric power on the North Coast, the first railroad for hauling logs a decade before Portland to Astoria railroad service existed, the first steamship scow; a business man, the West Shore Mills, warehouses, box factory, etc.; a community leader, Mayor of Astoria and a State Legislator; and also a father of eight children, who in their turn have left significant contributions to their community and the Northwest.

References

1. Notebooks of John H. Trullinger (1870-1960), CCHS archives.
2. M. E. Trullinger Oliphant and Norman Oliphant, *The Tale of Two Families: The Oliphants & The Trullingers*, (1984), Oregon Historical Society, p.45
3. Ibid, p.46
4. *Oregon Native Son*, Vol. 1, 1899-1900, p.285-286
5. Mary Goodall, *Oregon's Iron Dream*, (Portland: Binfords & Mort, 1958), p.20
6. *The Oregonian*, 12 Jan 1890
7. Notebooks of John H. Trullinger (1870-1960), CCHS archives.
8. Trullinger family history records of Jack M. Fosmark.
9. Notebooks of John H. Trullinger (1870-1960), CCHS archives.
10. Thaddeus S. Trullinger Diary (type-written transcription), CCHS archives, p.18
11. Ibid, p.6
12. Notebooks of John H. Trullinger (1870-1960), CCHS archives.
13. Vera Gault, Thank Trullingers for Lights, *The Daily Astorian*, 16 Dec 1988, p.6
14. Marj Jorgensen, A Light for Christmas, *The Ruralite*, December 1981, p.4-5
15. Notebooks of John H. Trullinger (1870-1960), CCHS archives.
16. Fred Lockley, In Earlier Days, *Oregon Daily Journal*, 4 June 1913, p.20

Rebecca Rubens, native Astorian, is an artist and instructor, Clatsop Community College; Research Associate, Clatsop County Historical Society; Master of Art from New York University; currently researching J. H. Trullinger history for a painting exhibition and catalogue.

Astoria's Streetcars

by Jim Dennon

BEFORE THE STREET RAILWAY came to Astoria in 1888, public transportation was provided by a fleet of stage coaches operated by the O'Brien Hotel at the corner of West 6th and Cushing Court (now 17th and Duane streets). Owned by Mrs. Thomas O'Brien, the stages ran between the post office and Uppertown for 25 cents a trip. In 1888, Astoria had a population of 8,000 needing transportation to employment in over a dozen salmon canneries, two breweries, three sawmills and two box plants.

First Franchise Efforts

The first Astoria Street Railway Company was incorporated in June 1883, by J. Q. A. Bowlby, C. W. Knowles and D. P. Thompson, with plans to build three miles of narrow gauge track from Uniontown to Alderbrook. City ordinance 688 granted them a franchise, with right of transfer. Future plans included cablecars over the hill on Main, Cass and Genevieve Streets (9th, 10th and 11th Streets now; streets had different names before 1894).

The franchise was sold in 1884. The second Astoria Street Railway Company articles of incorporation were filed on September 10, 1884, by J. O. Bozorth, A. F. Johns and Scott Bozorth, with plans to build the line from blocks 1 and 16 on Concomly (Astor, now W. Marine Drive) Street by Trullinger's West Shore Mills, to Ash Street in Alderbrook.

The franchise was sold next to F. P. Hennessy of San Francisco, who ordered materials and hired men without funds to pay for them. Work ceased in early December 1884. Whereupon the Bo-

zorths and Johns who paid the men for awhile, sued Hennessy.

The *Daily Morning Astorian* on February 8, 1885, humorously panned the fleeting franchise: "The fourth act in the play of *The Astoria Street Railway* or, *The Connecting Link, a Tale of Scow Bay* is now on the stage. The curtain rose on the present comedy last summer when the Astoria Street Railway was organized, and after a brief existence sold the franchise (or rights, whatever they are) to F. P. Hennessy, a pleasant spoken gentleman from across the sea, who with his associates constituted the company that, purely as a matter of benevolence, was going to build a street railway from Uppertown down the roadway to Squemoqua (Commercial) Street, and from there the Lord knows where. The evident inability on Mr. Hennessy's part caused the scheme to collapse. All that remains is an uptown roadway, and unpaid creditors. Among others who took hold in good faith was Pierre Bronsdon, builder of the Portland street railway. He worked one month for free and paid his own board, whereupon he secured the franchise from Hennessy on February 7, 1885." The city didn't recognize this transfer, so for all intents and purposes the franchise was void.

Successful Franchise

When John C. Trullinger was Mayor (1886-1888) a new Astoria Street Railway Company was formed which inaugurated horsecar service. Two groups vied for a standard gauge (56½ inches between the rails) street railway franchise.

On September 30, 1887, L. D. Brown, F. S. Bosworth and J. O. Bozorth sought



Astoria Street Railway Company horsecar No. 3 by the Clatsop Mill at Salmon (24th) Street, rounding the bend to the Cedar (Exchange) Street bridge about to cross Scow Bay westbound to downtown, circa 1890. Horsecars operated four years in Astoria, from 1888 until 1892. (CCHS photo #253-625.)

a new street railway franchise from Benton & Concomly (8th & Bond) to Adair's Astoria eastern city limits. Competition developed, with an offer from J. W. Conn and F. W. Newell to start construction within 30 days after the franchise was granted, complete 2,500 feet of roadbed within four months, have 5,000 feet of railway ironed and ready for cars within 11 months, and the entire length railed and equipped with cars running within one year. This they would guarantee with a \$5,000 bond. A unanimous vote of the council on October 31, 1887, granted the franchise to Conn and Newell.

On November 15, 1887, articles of incorporation were filed organizing the Astoria Street Railway Company by J. W. Conn, F. W. Newell, F. R. Stokes, Martin Foard and W. A. Sherman of Astoria. And on November 16, 1887, they filed acceptance of the franchise with the \$5,000 bond. *The Daily Morning Astorian* reported on November 17, 1887, that the new company had sufficient capital and

did not need to issue bonds or dispose of stock.

Materials were ordered, and construction began in early December, 1887. The first shipment, 40 tons of iron rails arrived on January 6, 1888. Icy weather at Portland delayed arrival of the superintendent and track layers, but by the end of January some track had been put down. Track laying began on Squemoqua at West 9th (Commercial at 14th), eastward and westward.

The first Astorian to ride the construction train on the new rails was Colonel James Taylor, on January 31, 1888. By February 2nd there was track between Olney (12th) and West 8th (15th) Streets.

To avoid the hill at the O'Brien Hotel, an L-shaped trestle was built 200 feet into Scow Bay from Squemoqua (Commercial) Street, then south connecting with West 5th (18th) Street, and east on Cedar (Exchange) Street, which was then a bridge of planks on piling crossing Scow Bay to the Clatsop Mill at East 2nd (26th), about where the Astoria Plywood Mill is now. [The photos on the inside front

cover show Scow Bay before it was filled in, crossed by the Cedar (Exchange) Street bridge to the Clatsop Mill before the street railway was constructed.]

From the Clatsop Mill at Salmon & Cedar (24th & Marine Drive), the route continued to the original streetcar barn at 1941 Hemlock Street, on the second lot south of the SW corner at East 7th & Hemlock (31st & Marine Drive). Westward on Squemoqua (Commercial) the track was built to Lafayette (7th) Street by the courthouse, the western end of the line.

Short sections of double track (called turnouts) were built at intervals along the otherwise single track route, enabling the horsecars going in opposite directions to pass. Except for a few blocks on land, most of the system at that time was on piling.

Horsecars 1, 2 and 3

On May 5, 1888, the first Brownell streetcars numbered 1, 2 and 3 arrived from St. Louis, Missouri. These were short, five windows per side, four-wheel horse cars with a Bombay roof of the John Stephenson coach design. The first car was run out from the O. R. & N. (Oregon Railway & Navigation) dock onto the new track on Squemoqua (Commercial) Street, then drawn a ways east on the Scow Bay trestle which curved south onto West 5th (18th) Street in front of the O'Brien Hotel. The *Daily Morning Astorian* reported "Fred Newell answered 781 questions as to the future movements of the company, and 74 small boys and 511 larger ones tried the brake, and pronounced it O.K."

Started May 9, 1888

The line began operation when the eastward tracks were constructed to a place on the Cedar (Exchange) Street bridge across Scow Bay, and westward to the courthouse.

An invitation was extended to prominent citizens and ladies for free rides on

the three cars starting from the courthouse at 2 p.m. on May 9, 1888. The invitation was numerous accepted, opening the line for business.

Fare was five cents. The street railway operated daily from 5:45 a.m. to 11 p.m. at intervals of not more than 20 minutes apart (the goal was 10 minute intervals). Each car was pulled by a single horse. For a change of horses, typically four to five horses were required for each car operating.

O'Brien Stages Purchased

Upon beginning operation, the street railway purchased the old stage coaches from Mrs. Thomas O'Brien. These were used to haul passengers from the east end of the track to and from Alderbrook. On the side panels above the horsecar windows the signs read "Alderbrook and Uniontown". With later extensions of the track, streetcars would reach both locations.

Horsecars 4 through 8

In May 1888, the company ordered five more streetcars from Brownell in St. Louis: three closed cars identical to those already in service, plus two open summer cars. The closed cars numbered 4, 7 and 8 arrived on the Steamer *Bonita* August 9, 1888. The *Morning Astorian* reported: "128 men asked Fred Newell where numbers 5 and 6 were?" (Summer cars 5 and 6 arrived the following spring, on March 28, 1889.)

Westward Progress

By June 27, 1888, the track on Squemoqua (Commercial) Street continued west to the Ross Opera House at Washington (6th) where it turned north, then turned west on Concomly (Astor) Street toward Trullinger's West Shore Mill. (The rail and some brick of this 100-year-old roadbed are currently visible where it curves around the NE corner of 6th & Commercial.)



(Above) The L-shaped streetcar trestle over Scow Bay built in 1888 connecting Squemoqua (Commercial) Street to Cedar (Exchange) Street bridge at West 5th (18th) Street, which crossed Scow Bay to Adair's Astoria. The long structure on the riverfront is the O.R.&N. dock. O'Brien's Hotel is the second building from the dock under the sailing ship, at left end of the trestle. (CCHS photo #4715-343.)

(Below) Horse-drawn streetcar on the L-shaped trestle in front of O'Brien's Hotel, circa 1890. The streetcar location would now be about 17th & Commercial. The building left of the hotel housed O'Brien's stagecoaches (the Astoria Freight & Passenger Company). In back of the hotel was the St. Louis Brewery. The Cedar Street (Shively) School was located on the south side of Exchange, mid-block east of 16th. (CCHS photo #5741-906.)



Eastward Progress

In August 1888, the Astoria street railway provided both car and steamer service to McMahon's circus performances at Alderbrook. The *Clara Parker* steamer ran every half hour from Main (9th) Street, fare 10 cents each way. Fare by streetcar was five cents each way, transferring to stage coaches at the east end. Five streetcars and five coaches ran the service.

By September 29, 1888, rails had reached the Clatsop Mill and box factory completing the track across the Scow Bay bridge (Exchange Street) to Salmon & Hemlock (24th & Marine Drive), about where the Astoria Plywood Mill is now. Later the track continued to the horsecar barn at East 7th & Hemlock (31st & Marine Drive) and terminated at East 8th (32nd) near where Hauke's Sentry Market is now.

1889 Trestle to Alderbrook

In January 1889, a franchise was granted to extend the rails to Alderbrook. On February 28, 1889, "handsome advertisements" began appearing inside the streetcars, and that same day work began driving the piling for a trestle on the line's Alderbrook extension. Superintendent Clinton had the contract.

On March 21, 1889, there were 700 feet of piling driven, with about 1,600 feet more to go. The trestle began north from East 8th & Hemlock (32nd & Marine Drive) for about a block, then curved eastward on Fourth (Duane) to Bonnevile (35th), then north another block and curved eastward on Third (Commercial), ending at Canby (37th) Street.

The track of the Alderbrook extension ended by McGregor's Astoria Box Factory between Dickenson and Garnes (38th and 39th) Streets.

The Brownell open cars numbered 5 and 6 which arrived in March began service the spring and summer of 1889.

1890 Downtown Addition

Early in 1890, a franchise was granted for laying track on Chenamus (Bond) Street.

On the afternoon of August 2, 1890, streetcars began using the double track system in a loop through downtown Astoria. Instead of going west on Squemoqua (Commercial), the new route was north on West 9th (14th) then west on Chenamus (Bond) to Washington (6th), returning east on Squemoqua (Commercial).

An 1892 Sanborn map of Astoria shows the Chenamus (Bond) Street track also curved north on Polk (5th) and joined the Concomly (Astor) Street track going west.

1891 Electrification

On August 25, 1891, the city council amended the franchise to put up poles and electric wires and convert the streetcars to electric operation. On September 17, 1891, F. A. W. Shock, Northwest manager of Thomson-Houston Electric Company (General Electric) was in Astoria making arrangements for the conversion to an electric street railway. A 100 horsepower steam engine and 80 horsepower dynamo were ordered and installed in the first power house just east of McGregor's Astoria Box Factory. Track on a planked piling roadway branched north from Second (Commercial) ending at the power house by the mill.

Four of the Brownell horse cars were converted (motorized) to electric trolleys, and four continued as horsecars until the conversion was completed, then were used as trailers afterward. 230 poles arrived at the Gray dock on October 6, 1891, and by October 22nd, poles had been installed to West 8th & Squemoqua (15th & Commercial). On November 19th, wires were being installed. A car containing a reel of thick copper wire rolled along the track. On

the car a scaffold carried the wire to the height of the support wires on the poles, and the wire was fed from the reel as fast as the car moved. Two men standing dextrously on the scaffolding placed the trolley wire along the route.

Trolleys Began in 1892

At noon on Saturday, April 30, 1892, electric trolley service began in Astoria.

Not long after, a controversy arose concerning the street railway's power plant supplying electricity to homes, in competition with the West Shore Electric Light Company. Subsequently a court injunction on December 27, 1892, restrained the street railway company from doing so.

The injunction wasn't needed long, however, as a page one story in the *Astoria Daily Budget* on March 8, 1893, announced that the West Shore Electric Light Company, the Astoria Gas Works, and the Astoria Street Railway Company were all sold to the Northwestern Electric Light Company.

Six months later a notice that streetcars would be out of service nearly one full day appeared without explanation in the *Astoria Daily Budget* on Tuesday, September 26, 1893: "The cars of the Astoria Street Railway will cease running this evening at seven o'clock, and will commence tomorrow afternoon at four o'clock. F. W. Newell, Supt."

Sometime after the utilities consolidated, power for the streetcars was switched from the east end power house by McGregor's Mill to Trullinger's brick power house on Concomly (Astor) Street at the west end of the line, which also became the car barn.

In April 1894, motor failures stalked the system. Working on the problem was William Kerns, engineer at the power house.

In May 1894, new wheels were installed on all four streetcars, "making it much quieter in Uppertown."

End of Scow Bay Trestle

Sometime between 1895 and 1901, the L-shaped Scow Bay trestle used by the Astoria Street Railway from Commercial to 18th & Exchange was replaced when Commercial Street was built across Scow Bay with a plank and piling bridge. Then the tracks were routed on Commercial to 23rd instead of on Exchange.

Cars Enlarged in 1896

In January 1896, work began enlarging the four motorized Brownell streetcars by extending the roof and floor at each end over six feet, with open seats. This lengthened the 16 foot cars to nearly 30 feet. The short cars rode bumpily; the extra length and weight helped smooth the ride. The conversions were complete by June 21, 1896, when the *Daily Morning Astorian* commented: "Take your wife and children in one of the new and elegant (enlarged) open cars of the Astoria Street Railway company, and go to the Scandinavian Cannery to see what 100 tons of salmon looks like. You may never see such a sight again."

Also in January 1896, the company ordered 90 tons of steel rail. The plan was to extend the line on Astor street to Suomi Hall in Uniontown. New customers were needed badly, but the company failed to build the extension.

Company Bankrupt in 1899

Before automobiles could be blamed, riders were too few. Revenue was insufficient to retire the \$25,000 indebtedness incurred when the company electrified the system. For several years the company was unable to pay interest on its bonds. A stockholder's letter to the editor of *The Oregonian* on December 28, 1899, explained:

"When we electrified the streetcar line eight years ago [in 1892], there were 13 canneries in Upper Astoria and the employees and their families were using our line, which paid well. Then the panic [of 1893] came. Then followed the cannery

combine, which was almost as bad for the town and its property holders. Now there is only one cannery in Uppertown."

An effort had been made in 1898 to avert foreclosure. A syndicate represented by F. D. Keuttner (who was later auditor for the Astoria & Columbia River Railroad in 1904) optioned to buy the company and was granted a franchise by the city on November 21, 1898. When the option expired on December 28, 1899, the street railway company was placed in receivership. The *Astoria Daily Budget* reported that at 2 p.m. on July 2, 1900, receiver C. A. Coolidge sold all of the property of the Astoria Street Railway Company at auction to satisfy a judgment for \$30,500 held by the Security Savings & Trust Company of Portland. S. Z. Mitchell representing General Electric bid \$20,000. G. M. Gearin representing George C. Hollister of New York bid \$25,000. The sale was to Gearin.

Astoria Electric Company

John Dierdorff explained the transfer of ownership in his 1971 book, *How Edison's Lamp Helped Light the West, The Story of Pacific Power & Light Company and Its Pioneer Forebears*. The Astoria street railway was electrified in 1892, with equipment purchased from General Electric. When the streetcar operation went bankrupt in 1900, the property was taken over by General Electric for debt on the equipment.

In 1901, Sidney Z. Mitchell organized the Astoria Electric Company, which issued \$50,000 in bonds. Of this, General Electric took \$25,000 in exchange for the street railway property. Putting up \$5,000 each were S. Z. Mitchell, J. A. Cranston, S. S. Gordon, C. N. Huggins and C. H. Page.

After difficulty negotiating some concessions from the city [*Astoria Herald*, January 12, 1901], on February 5, 1901, the city granted a franchise to Martin Foard, Frank R. Stokes and Charles H.

Page representing the new company. The new capital was put to work immediately expanding the facilities.

1901 Cars 3, 4 and 5

Three new streetcars arrived on December 28, 1901. From photographs they appear to have been numbered 3, 4 and 5. The first of the regular electric trolleys, they were larger with nine windows per side, but had the characteristic Bombay roof design and Stephenson coach appearance of the earlier horse-cars.

1902 Alderbrook Extension

Work progressed rapidly on the Alderbrook extension with track installed to 42nd Street by March 6, 1902. The tracks were placed on the south side of the road to leave plenty of room for wagon teams to pass on the north side.

The extension to 45th and Date Street (Leif Erikson Drive) was completed, and placed in operation on Thursday evening, April 24, 1902. This was the east end of the line from then on (where the Alderbrook Community Hall is).

1903 Cars 6, 7, 8, 9

The first of four American eight-window semi-convertible cars with deck roof, and single Birney #21E four-wheel trucks began operation in Astoria on February 24, 1903.

In 1902, the American Car Works at St. Louis was purchased by the J. C. Brill Company of Philadelphia, but the cars manufactured there continued to be called American.

Hunter Safety Fenders

By March 4, 1904, all Astoria streetcars were equipped with Hunter fenders, a grill attachment at each end. It was operated by the motorman, who at the moment of danger pressed his foot on a button releasing the fender to fall on the track. It prevented a person struck from getting under the wheels and run over. *(To be continued.)*



(Above) Electrified streetcar No. 8 after it had been enlarged in 1896, headed west on Hemlock (Marine Drive) past North Pacific Brewery. The brick beer storage building was later the old Uppertown fire station, now to become a CCHS museum. (Photo courtesy of Astoria Public Library). (Below) Early converted streetcar of same vintage. Motorman is John D. Van Osdol, who came to Astoria in 1899. His brother, Mack, and son Ross, were also motormen. (CCHS photo #4987-236.)



Charles William Halderman and The Astoria Golf and Country Club

By Evelyn Hankel

THE ASTORIA GOLF and Country Club was a dream and plan in the heart of Astoria Counsellor, Charles W. Halderman which became a reality for him and his friends in 1924. The previous year in June 1923, Halderman and his friends A. C. Fulton and J. F. Roman spread the word of an initial warm-up meeting that "set the ball rolling."

Founder & First President

Halderman, a prominent and well-known Astoria attorney, was born April 17, 1881 in Pawnee County, Nebraska, the son of William J. and Ida Fulton Halderman. He attended the University of Kansas and came to Astoria in August, 1900 where he worked for a time as book-keeper for lumber mills and canneries in this area. From 1903 to 1910 he served as private secretary to his uncle, U. S. Senator C. W. Fulton in Washington, D.C. He returned to Astoria and operated the Astoria Fuel and Supply Company for many years.

Charlie Halderman studied law under another uncle, G. C. Fulton, and passed the Bar in 1918, but did not go into private practice until 1933. From 1921 to 1933 he was Postmaster of Astoria, and was instrumental in the building of the new post office building (1933).

On June 30, 1906, Charles Halderman and Bertha Hobson, daughter of pioneer John Hobson, were married in Astoria. A son, John and a daughter, Marjorie were born to them in Astoria. John is a research lawyer in Durham, North



Charles W. Halderman

Carolina and Marjorie Halderman, an honored teacher in the Astoria area, has made her home here in the Heritage home of her Hobson grandparents.

Through the years in Astoria, Charles Halderman held many civic positions, to name a few: He spearheaded and held position as head of the Regatta Association for many years. He was always interested in school affairs and was a member of the Astoria School Board a number of times. Halderman was a member of the Republican Central Committee and with G. C. Fulton, bought the land and organized the Astoria Golf and Country Club, serving as the first President for fourteen years.

1923 Organizing Meeting

On June 1, 1923, all interested Astorians met in the Clatsop County Courthouse for the first planning session for an Astoria Golf Club and Links. 75 men



Walsand
photo

(Above) Links of the Astoria Golf and Country Club. 1924 Clubhouse with addition shown at left.

(On the following page) Certificate showing incorporation of the City of Clatsop approved October 29, 1870.

from a list of 110 prospective members were present that evening.

Officers and Trustees were selected as follows:

Trustees: G. C. Fulton, J. E. Roman, W. Sanborn, C. W. Halderman, G. W. Utzinger, R. R. Bartlett, Morton Nelson, E. M. Cherry and Roger Pinneo.

Charles Halderman was unanimously elected President and Grover Utzinger, Secretary.

President Halderman appointed three Committee Chairmen:

By-Laws: F. C. Hesse, G. C. Fulton and E. M. Cherry

Finance: J. E. Roman, G. W. Utzinger and M. Sweet

Planning: R. R. Bartlett, who later consulted with R. C. Ashbury, a past Astorian, now of Portland, who had laid out a number of links in the Northwest.

Golf Links Site Selected

The site chosen for the golf links had been partly a cranberry bog and was listed as a partition of the incorporated town of Clatsop on Clatsop Plains in the

County of Clatsop. Clatsop was a town for a short time, having been approved by the Oregon Senate on October 29, 1870.

As soon as the site was chosen, the plans for the Astoria Golf and Country Club blossomed. Charlie Halderman wrote to his friend, Nelson Troyer, president of the Astoria-Seattle Iron Works in Seattle. Mr. Troyer had been a founder of the Rainier Golf Club of Seattle, and the by-laws of that organization were the guide lines for the Astoria club.

Charter Members

As of July 7, 1923, 110 members were given certificates of membership. The list includes most of the well-known Astoria professional and business men of that era. Copies of early certificates are some of the memorabilia of the Club today. These are signed by President Charles W. Halderman and then-Secretary, Grover W. Utzinger, on May 28, 1923.

Of the original members, some of the sons and daughters and grandchildren living in the area, are recognized:

UNITED STATES OF AMERICA.

STATE OF OREGON.

Office of the Secretary of State.

H. R. Kincaid, Salem, Oregon, *Jan'y. 25, 1895.*
I, ~~GEO. W. McBRIDE~~, do hereby certify that I am the Secretary
of State of the State of Oregon, and Custodian of the Seal of said
State; that the foregoing transcript of _____

An Act
to Incorporate the Town of Clatsop
— in the —
— County of Clatsop —

— Approved Oct. 29, 1890⁽⁷⁾ —
has been by me compared with the original copy of the said

— Act —

now on file in this office, and that it is a true and correct transcript
thereof, and the whole of said original _____

— Act —

IN TESTIMONY WHEREOF, I have hereunto set my
Hand and affixed hereto the Seal of
the State of Oregon.

Done at the Capitol, at Salem,
Oregon, this *twenty-fifth* day
of *January*, A. D. 1895

H. R. Kincaid,
Secretary of State.





(Left to Right) Charles Halderman, Don French, Peter Paulson, Robert Lovell, George Harvey, Howard Bonar, Hans Pasma, Graham Barbey and Chester Laughlin. At 9th fairway, circa 1948.

(Below) Ed Oldfield, Astoria Pro; Don Mitchell, Astoria Pres.; Ralph Welch, Sand Point Pres.; and John Holtmer, Sand Point Pro, during Pro Pres. Tournament at Broadmoor Country Club, 1959.



Certificate of Membership

No. 16

in the

Astoria Golf and Country Club

A Corporation of the State of Oregon

We Certify that A. C. Fulton

is a regular member of the ASTORIA GOLF AND COUNTRY CLUB, a corporation of the State of Oregon, and entitled to all the rights and privileges as such conferred by, and subject to, the by-laws of said Club. An irrevocable assent to said by-laws, and any amendment thereof, is hereby given by the holder hereof by acceptance of this certificate.

This certificate can be transferred only in the manner prescribed by said by-laws, and its transfer is not final until shown upon the books of the Club, and attested by the Secretary and seal of said Club, and can be so made only after endorsement on the back hereof by the transferor, or by the duly appointed attorney-in-fact of such transferor, or by the latter's duly appointed and qualified personal representative or successor.

This certificate cannot be mortgaged, hypothecated, or in any way encumbered by the owner or holder hereof.

Dated May 28 A. D. 1924

ASTORIA GOLF AND COUNTRY CLUB

[SEAL]

Charles Halderman President
Wesley Shaner Secretary

Charles Halderman

Marjorie Halderman

E. G. and Elsie Gearhart

Jean Gearhart Sandoz

Grover W. Utzinger

Grover W. Utzinger Jr.

Louis Schairer

Olga Schairer (wife)

Ann Potter (daughter)

G. C. Fulton & A. C. Fulton

George C. Fulton

Sherman and Ruby Lovell

Robert Lovell

James and Helen Hope

John C. Hope

Sally Hope Morris

J. H. Cellars

Allan Cellars

Adam and Lloyd Van Dusen

Bill, Dan and Willis Van Dusen

W. F. McGregor

W. F. McGregor Jr.

Scott McGregor

Neil Morfitt

Neil Morfitt Jr.

J. H. Shaner

Wesley Shaner

F. M. Sweet

Polly Sweet McKee

Austin Osborn

John Osborn

C. L. Rogers

Charles Rogers

Nancy Rogers Bates

Peter Cosovich

Carla Cosovich (wife)

J. S. Dellinger

Jack Dellinger

A. W. Norblad

Eleanor Norblad Sorrels

Roy Salisbury

Patricia Salisbury Thomas

Leo J. Malarkey

Donald Malarkey

E. A. Higgins

Ted Stokes (grandson)

Otto A. Owen

Charles Owen



Astoria Golf & Country Club's first Clubhouse, built in 1924.

C. W. Robinson

Mary Robinson Lovell

Edwin C. Judd

Jim Neikes (grandson)

Dr. Toivo Forsstrom

Vivienne Friedrich

Opening Day

Within one year of the planning meeting the club opened to an enthusiastic group of 110 members ready to try the course. The Opening Day was June 18, 1924.

First Club house

The first clubhouse was more or less a one room affair. Jean Gearhart Sandoz remembers it as rather small, with a lunch counter on one side and later a number of additions which allowed for a small dining area and kitchen. The bar was added and a club-like atmosphere prevailed.

The first donation to the interior decoration of the Club House was a large

mirror from the old steamer, *T. J. Potter*, which had been on the Portland-Astoria run for many years.

Present Club house

From 1924 to 1940, the membership expanded. The 1924 Club house building had been remodeled in 1947. With the demise of the first Club house which burned to the ground after a smoldering fire was discovered by the Club Manager early on Sunday morning, June 2, 1968, a second much larger building was set up which is the present day Astoria Golf and County Club house.

Women's Auxiliary

Through those early years Charles Halderman was re-elected as President, and the Women's Auxiliary was formed as the women became important members of the Club. Here they held their own tournaments, Bridge Club luncheons and Fashion Shows, drawing women from throughout the Northwest. Loyal and true members all the years up



(Above, Left to Right) Top two: Lucille McDonald, Mike Vincel; Next two: Alice Fulton, Bertha Halderman; Next three: Barbara Halderman, Marie Spaulding, Darle Van Dusen; Next four: Helen Hope, Ruby Lovell, Ethel Barbey, Beulah Sasnett; Seated on horse: Helen Malarkey, Mia Allen; Far right: Elsie Gearhart. Circa 1930. (Photo courtesy of Don Malarkey.)

(Below) Fred Wilson, Chester Noonan, Frank Fowler and Prentiss Hall.



to the present time, which finds many daughters of the original Women's Auxiliary now as leading members.

Record Breaking Games

Those early years had a number of record breaking games and holes-in-one, and here are listed just a few of these titles:

The first hole-in-one was attributed to an officer at Fort Stevens.

Mrs. R. R. Bartlett, elected President of the Women's Auxiliary, and Mrs. Sherman (Ruby) Lovell won the Women's Championship golf title in 1928.

Mrs. Lucien (Beulah) Sasnett, elected President of the Women's Auxiliary in 1929 (mother to Barbara Sasnett Doyle). Beulah Sasnett became the new Golf Queen for 1929.

William C. Palmberg broke the Course record at the Club with 69 on August 11, 1929.

In 1930, we find Mrs. L. M. (Marie) Spaulding Auxiliary President. In 1931, Mel Smith, Golf Pro from Portland was instructor at the Club.

Charlie Halderman was honored with a Life Membership to the Astoria Golf and Country Club, in 1931.

In 1936, another record was established when Mrs. George Ostrum became the first woman to have a "hole-in-one" at the Club.

Myrtle Lawson was for many years the leading lady golfer at the Club, and held the Auxiliary Chairmanship for these years. Myrtle and her husband operated Lawson's Confectionery in Astoria.

The women members of The Club had many "Fun" gatherings and often celebrated Club anniversaries with costume parties, as shown in the photo.

Oregon Coast Tournament Champions, men and women, are recorded from 1910 to the present year, and listings kept at the club.



Neil Morfitt (left) and Sherman Lovell during auto dealers convention at Gearhart.

The 1988 Club officers are: President Don Cox, Vice President John Alexanian, Secretary Gary Hanson, Treasurer Ed Rippit, Board of Directors: Bob Canessa, Al Davis, Lee McHugh, Bob Mangold and Dave Palmberg.

Beloved historian, Dr. Jorma Leinassar, while Club Historian gathered much material in preparation for an extended history of the Club, which never materialized due to his untimely death. Club Manager, John Mattingly, kindly gave us the use of the material for this article.

Evelyn G. Hankel

Butterfield's 1893 Beach House

NEARING ITS CENTENNIAL, the venerable 1893 Horace S. Butterfield beach cottage has survived destruction several times on its way to becoming a unique museum and interpretive center of beachside living.

Butterfield Brothers

Two sons were born to Hiram Butterfield and Levisa Ann Selfridge: Albert Eugene Butterfield (1858), and Horace Seely Butterfield (August 16, 1860) in Hokah, Minnesota. Mrs. Butterfield died in Minnesota. In 1875 Hiram Butterfield and his two sons came to Oregon and settled on a farm near Eugene. The father died the following year leaving sons Albert, 20 and Horace, 18 on their own.

According to his biography in Hines' History of Oregon, for a few years Horace S. Butterfield was an apprentice to H. N. Crane, a jeweler in Eugene. In 1878 after his father died, he moved to Portland where he found employment with John A. Beck, a prominent jeweler. In 1880 Horace S. Butterfield, with his brother Albert E. Butterfield organized the first exclusive wholesale jewelry and optical goods company on the Pacific Coast: Butterfield Brothers, located at First and Morrison Streets in Portland for 25 years; then in the Mohawk Building at Third and Morrison.

Astoria Branch

The same year Butterfield Brothers began in Portland, they branched out to Astoria. Advertisements appeared in the April 23, 1880 and July 16, 1881 *Daily Astorian* that H. S. and A. E. Butterfield, Portland jewelers, did watchmaking, repairing and engraving at Carl Adler's Variety and Department Store on Chenamus (Bond) Street.



Horace Seely Butterfield
(1860—1917)

In 1887 Horace Butterfield married Genevieve Newman, the daughter of Thomas Newman and Anna Roddy. To them was born a daughter, Genevieve.

1893 Butterfield Cottages

On October 11, 1892 Albert and Horace Butterfield purchased 2 lots in Grimes Grove of West Seaside on which they built two identical beach cottages in 1893, one for each brother. They were located on Second Street (now North Columbia where the Heritage Square mall is, between Oceanway and Broadway). Horace's cottage was on the north corner; Albert's on the south side.

Downstairs were kitchen, dining and living rooms. A narrow stairway led from the living room to two bedrooms upstairs. Heat was provided by a wood cookstove in the kitchen, and a fireplace in the living room. (Driftwood fuel was plentiful from the beach.) A porch across the front, a mortar covered fireplace chimney, fish scale shingles under the eaves, and bottom skirting of crossed

lathes lattice work complemented the exterior. Wooden fishing net floats strung on rope hung between porch pillars, and the American flag waved from a pole mounted on the front roof gable.

These were among the first houses built in Grimes Grove; most summer visitors in the early years either stayed in hotels, or used tents. 1893 was before the "daddy trains" that brought fathers to visit their families on weekends. Although a local railroad had been completed between Seaside and Youngs Bay in 1890, it wasn't until 1898 that the railroad reached Astoria from Portland. (It was 1896 when the Youngs Bay drawbridge was completed). Until 1898, travel from Portland to Astoria or Skipanon (Warrenton) was by steamboat, then by train to Seaside.

The Butterfields arranged to have someone look after the cottages during the winter. Mrs. Knowles lived in the south cottage.

1903 Oceanfront Cottages

In the June 20, 1933 *Astorian Budget*, Mrs. A. E. Butterfield said her husband built the first houses on the Prom (a board walk prior to 1921, when the seawall and promenade were completed). Tax lists indicate that circa 1903, Albert E. Butterfield built 5 cottages north of Fourth on the Prom. Three of the cottages faced the ocean, and two faced Fourth Avenue. These were the same design as the first 2 cottages built in 1893.

Butterfield Azimuth Chronometer

Horace S. Butterfield invented a navigation device which automatically gave the bearings of the sun and other celestial objects continually through the day, night and year which eliminated the use of azimuth tables and mathematical calculations formerly necessary. The U. S. Navy acknowledged his contribution in a letter dated February 26, 1912, and the Scientific American Supplement (magazine) on July 19, 1913.

Lifelong Caretaker

After the oceanfront cottages were built, there is little indication the Butterfields themselves occupied the 1893 houses again, no doubt preferring the ocean view during their summer stays. (The Butterfield children spent summers in Seaside. In his later years, Horace Butterfield vacationed at Hood River where he owned an apple orchard.)

Mrs. Knowles moved to a new cottage next to John Selnes in 1907 (*Seaside Signal* June 30, 1907). About that time Guy E. DeGolia, a carpenter living at Gearhart, became the caretaker of the Butterfield cottages.

Circa 1912, Guy DeGolia married Emelia Emma Bitterling Roberts (1883-1961), the daughter of Melville homestead pioneers Julius W. F. Bitterling (1842-1901) and Anna Louise Ottinger (1851-1887). For a time the DeGolias lived in the south cottage, but later moved to the north "H. S. Butterfield cottage", where Emelia Emma mostly lived and was caretaker the rest of her life (during two more marriages).

After two years in California with her father, William Roberts, Emelia's daughter Altha was returned to Seaside, circa 1914. Altha lived in the Butterfield house while attending Seaside schools and helped with the caretaker duties until 1922. Altha married Ernest E. Kerola in 1928, and they have had 60 anniversaries so far. Altha's memories about the Butterfield cottage were tape recorded when she was interviewed by Jack Fosmark (partly by Helen Gaston) on October 12, 1985.

Summer "Tent City"

Altha Kerola remembered there was a "huge tent city" in back of the Butterfield house toward the river. People came from Portland and filled the tents every summer. Columbia (then Second Street) was a dirt and sand road. There was nothing but beach pine trees toward



(Above) Altha Kerola's doll, posed in front of cottage, c1916. Sign says "HYLAND". (Below, Left to Right) Altha Kerola and her mother, Emelia Emma (Bitterling) DeGolia in front of H. S. Butterfield cottage, c1920. (Photos courtesy of Mr. & Mrs. Ernest E. Kerola.)



the ocean except for one summer house, and the Hotel Moore (present location of the Shilo Inn). In the next block was the Catholic Church and two or three summer houses toward the beach. "Buffalo Berries" (huckleberries) used to grow in the neighborhood.

"After each Labor Day, the oceanfront cottages had to be sealed up for the winter. The ocean would come up and splash on the porches. The windows were boarded up to keep them from breaking. When the Butterfield children wanted to come down for the summer, we'd go up and get 'em all cleaned, and get fires started to get dampness out of them."

Circa 1916, the Butterfields had a play house moved from their oceanfront cottages to between the two cottages on Second (Columbia) for Altha. That year for Christmas, Altha received a very big doll and a baby crib for it built by her stepfather, Guy DeGolia. Her mother's brother, Ed Bitterling, also did carpenter work there. He built the closet in the H. S. Butterfield cottage downstairs bedroom, and the linen closet in the hallway. During that time, he slept in the play house. Previously, he built the wood shed in back.

Summer Rooming House

During the years that Altha lived in the Butterfield cottage, her mother rented the rooms out each summer to the same Jewish family who owned a second hand store in Portland. In order to maximize rental rooms, Emelia Emma slept in the woodshed, and Altha had a fold-down bed in the kitchen.

Horace S. Butterfield died on April 4, 1917. Also circa 1917, the original 1893 Alfred Butterfield cottage on the south side burned down.

Emelia Emma DeGolia continued living in the H. S. Butterfield cottage until sometime in the mid-1920's. She wasn't at 21 N. Columbia according to directo-

ries of 1925, 1931, 1934 or 1936.

Meantime Albert E. Butterfield died on January 7, 1931, and subsequently circa 1934, Ted Dichter purchased the Butterfield cottages facing the Prom north of 4th Avenue, and the H. S. Butterfield cottage from Alfred's widow, Etta J. Butterfield. Etta Butterfield died August 24, 1941. Albert and Etta Butterfield had a daughter, Mrs. Allen P. Noyes, and two sons, Albert J. Butterfield, and George H. Butterfield.

Ted Dichter remodeled the three beachfront cottages facing the ocean, had the porches removed, and moved them closer to the Prom (*Seaside Signal*, January 31, 1935). At some time, a south dormer and north extension were added to the H. S. Butterfield cottage resulting in the current seven room house. Ivy grew on the fireplace chimney and caused holes in the mortar when it was removed. Subsequently the fireplace was boarded up and a wood heater installed (the inside fireplace remains).

B. W. Otto saved cottage.

Altha remembered the Butterfield cottage was in danger of being torn down if no one lived in it. B. W. Otto owned the grocery on the NE corner of Broadway & Downing (where the Beach House is now), and lived at 8 N. Downing (the Christmas House, recently razed). Otto purchased the H. S. Butterfield house from Dichter and promised Emelia she could stay there as long as she lived. The next time she appeared in Polk's directory at 21 N. Columbia was 1938, when she was married to Peter E. Pedersen. Otto's promise was kept as long as he lived. The Otto's moved away circa 1944, but Emelia continued living there until 1951.

Emelia wasn't at 21 N. Columbia in directories of 1952, 1953 and 1954. When B. W. Otto died in 1954, his widow Maudyne L. Otto deeded the Butterfield cottage to her daughter, Alice M. Burtis

and husband. Emelia returned to 21 N. Columbia in 1954 with her last husband, Louis I. Wirth, for about a year. They purchased a home in Warrenton in 1955. Although they returned to Seaside in 1957, they never lived in the Butterfield cottage again. Emelia died in Portland on March 10, 1961.

House of Roberts

On September 20, 1958 George G. and Marion F. Roberts purchased the Butterfield cottage from Otto's daughter, Alice M. Burtis. When George Roberts retired from the Shell Oil Company in 1960, they moved to Seaside from Klamath Falls and started the "House of Roberts" millinery (hat shop). The house was a commercial location from then on.

Butterfield Bros. Closed

Butterfield Brothers, wholesale jewelers in Portland since 1880, was closed on December 8, 1962 (*Oregon Journal*).

Genevieve Butterfield Young

Horace Butterfield's daughter Genevieve married Thomas Warren Young in 1921, and they had two daughters, Barbara Jane and Patricia Ann. Barbara Jane married Malcolm Jim Otis in 1945 and they had a son, Thomas Blake Otis.

During the last decade of her life in the 60's, Genevieve Butterfield Young devoted her energies researching Clatsop County history and interviewing old-timers. The results of her monumental effort are contained in one hundred hand-written spiral notebooks and "peachie" folders, plus five photo albums and her research library. After Genevieve died, these were contributed to the Seaside Public Library by her husband in the early 1970's, and later transferred to the Seaside Museum & Historical Society.

"21 N. Columbia"

When George Roberts died in 1972, the property was sold to William and Margret Manspeaker who established an antique business there known as "21 N.

Columbia" (they also owned the "Country Store" on the highway north of the Seaside airport road). They sold to Douglas and Sandra Bagwell in 1980. The last business there was Lynn Campbell's art gallery and supplies before the property was acquired June 15, 1984 to build the Heritage Square shopping mall.

Gift to Seaside Museum

Donated by Bert Simpson, co-owner of the Heritage Square mall, the Butterfield cottage was moved from 21 N. Columbia to 570 Necanicum Drive next to the Seaside Museum on Wednesday morning, December 5, 1984. Accomplished by Emmert Industrial Movers of Portland, it took less than 2 hours.

Helen Gaston was president of the Seaside Museum and Historical Society in 1985, and has continued as chairman committed to restoring the Butterfield beach cottage as an interpretive center.

A study prepared in May 1985 by Garry Papers, an architect certified by the National Historic Preservation League, heartily supported use of the cottage as an "exhibit of beachside living at the turn of the century".

Saved from Torch

Awaiting funding and bids from contractors for a foundation, complaints from residents about the interim appearance of the disheveled building on blocks nearly caused it to be destroyed. Advertisements were run in the *Daily Astorian* August 5 and 6, 1985 for offers to move or salvage the cottage. When that failed, having it burned down by the Seaside Volunteer Fire Department was considered.

By coincidence, a Bitterling family relative, Jack M. Fosmark (who recently resumed compiling the *Years Ago* and *Reflections* columns for the *Seaside Signal*) attended the monthly meeting of the Seaside Museum and Historical Society on September 5, 1985. The Butterfield cot-

tage was within a gavel stroke of being condemned to the flames, when Jack asked to speak: "Please consider the good will of the townsfolks and society members who contributed the nearly \$14,000 cost of relocating the house on museum grounds. What would they think if they saw their money going up in flames?" The tide of opinion changed, and the decision was left to a vote of the society membership tallied in November. The vote was 54 to 34 in favor of restoration.

Unique Beach Cottage Museum

With the favorable vote, the Seaside Museum & Historical Society embarked in earnest to restore the venerable beach cottage as an interpretive center. The foundation was completed. To date it has cost the society \$21,000 for site preparation, moving the building and adding the foundation. A \$10,000 personal grant and \$5,000 matching grant from the Oregon Tourist Alliance has been received toward restoration. When completed, the interpretive center will provide much needed exhibit space depicting tourism in the early 1900's. It will be self-supporting as a tourist attraction: the only beach cottage museum in Oregon.

The beginnings of the Seaside Museum were photographs and artifacts exhibited by the Seaside Chamber of Commerce (for years across from the Butterfield cottage on N. Columbia at Oceanway where Norma's seafood restaurant is now), and artifacts displayed at the Sea Trader gift shop (SW corner of Broadway and Franklin) owned by Paul and Aurora Jones. Mrs. Jones suggested organizing to establish a Seaside museum at a town meeting sponsored by Pacific Power & Light Company in 1969. Clarence Sigurdson was the Seaside Historical Society's first president. Nearly a decade of fund raising, together with a \$10,000 contribution from Vern Raw, began the museum facility now at 570 Necanicum Drive which formally opened May 7, 1988. Teresa Taylor is the current Seaside Museum and Historical Society president. The museum is open from 1 to 4 p.m. daily.



(Above) Horace S. Butterfield 1893 cottage on the left. Standing by the fence on the right is Mrs. Horace (Genevieve Newman) Butterfield. Left is Mrs. Knowles, who lived in the Albert E. Butterfield cottage on the right. **(Below)** Interior of the cottage when it was used by the H. S. Butterfield family. (Photos from Genevieve Butterfield Young Collection, courtesy of the Seaside Museum & Historical Society.)



Non-profit Org.
U.S. Postage
PAID
Astoria, OR 97103
Permit No. 100

Clatsop County Historical Society
1618 Exchange St., Astoria, OR 97103

